

November 21st, 1958

COCOM Document Sub-C.(58) 9

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COORDINATING COMMITTEESUB-COMMITTEE ON LISTS

Sub-C

REPORT BY THE CHAIRMANONITEM 1485November 6th, 1958.

Present: Belgium(Luxembourg), Canada, France, Germany(Chairman), Italy, Japan, Netherlands, United Kingdom, United States.

References: Amendment Sheet No. 15 to Doc. 2100.1, .2, .3; COCOM Document No. 3014.85/1; COCOM Document Sub-C.(58) 5.

1. The Sub-Committee resumed on the 6th November the consideration of the United Kingdom proposal set out in COCOM Document No. 3014.85/1, which had already been considered briefly on the 14th October.
2. The United States Delegation, in order that the new definition for parts (d) and (e) should come closer to the terms of Item 1460, proposed that if, as it appeared, the exception clause in (d) and (e) were designed to parallel the exception clause in a(i)*, the former might better read "except those which are of types and series which have been ...". The United States Delegation further proposed that if the portion in brackets in (d) and (e) were intended to exclude from control compasses and gyroscopic equipment which were an integral part of aircraft excluded from control under Item 1460, and not intended to apply to equipment sold separately from such aircraft, it might be better to replace the phrase in brackets with the following: "and which are an integral part of, and exported with, aircraft excluded from control under Item 1460 above".
3. The United Kingdom Delegation confirmed these assumptions. They also agreed to the text proposed by the United States Delegation, but suggested that since the equipment is not an integral part of the aircraft in the sense of being embodied in the aircraft construction, it would be preferable to refer to it as "standard equipment of and exported with the aircraft". Secondly, the United Kingdom Delegation pointed out that exporters would certainly wish to replace out-of-date equipment and to supply spares with the replacement equipment.
4. The French Delegation, who were prepared to accept the United States amendment as modified by the United Kingdom, supported the United Kingdom remarks as to spares.
5. The United States Delegation initially agreed to the United Kingdom modification ad referendum and later confirmed their approval. The United States Delegation also stated their readiness to agree to the addition of a Note which would permit the sale of spares or replacement parts of Western origin to the extent justified by Western experience. *for servicing equipment*
6. The Sub-Committee also adopted as an Interpretative Note the following United Kingdom Delegation's definition of an integrated flight system:
An integrated flight instrument system is a primary instrument display system of altitude and azimuth with facilities for giving manoeuvre guidance information to the Pilot and often integrated with an auto-pilot to the extent of embodying a common unit for setting up the required demands.

* of Item 1460.

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7. As a consequence of the foregoing discussion, the German Delegation withdrew their October 14th proposal to exclude "similar types" of equipment.

8. The Sub-Committee finally agreed to recommend to the Coordinating Committee the following new texts for sub-items (d), (e), (f), (g), (h) and (i).

(d) Integrated flight instrument systems for aircraft including:

(i) Gyro-stabilisers;

(ii) Automatic pilots;

except those which are of types and series having been in normal civil use for more than two years and which are the standard equipment of and exported with the aircraft excluded from control under Item 1460 above;

(NOTE: 1. An integrated flight instrument system is a primary instrument display system of altitude and azimuth with facilities for giving manoeuvre guidance information to the Pilot and often integrated with an auto-pilot to the extent of embodying a common unit for setting up the required demands.

2. Text to be agreed later.)

(e) Gyro-magnetic compasses; except those which are of types and series having been in normal civil use for more than two years and which are the standard equipment of and exported with the aircraft excluded from control under Item 1460 above;

(f) Gyro-stabilisers used for other purposes than aircraft control, except those for stabilising an onire surface vessel;

(g) Automatic pilots used for other purposes than aircraft control, except marine types for surface vessels;

(h) Gyroscopes of very high precision and miniaturised gyroscopes which are designed for use in ship inertia navigation systems or in the guidance systems of weapons and military aircraft;

(i) Specially designed parts and components for the above.

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November 24th, 1958

CORRIGENDUM to

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English only.

COORDINATING COMMITTEE

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CORRIGENDUM TO

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REPORT BY THE CHAIRMAN

ON

ITEM 1485

Paragraph 5, fourth line: After the words "spares or replacement parts" add: "for servicing equipment".

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Change made in basic doc.